

Intimation.

Powell's
ALEXANDRA
BUILDINGS.

NOW SHOWING.

New Fabrics
FOR
SPRING
AND
SUMMER
GOWNS.STRIPED
ZEPHYRS
50 cts. YardMERCERISED
LAWNS
75 cts. YardFLOWERED
MUSLINS
50 cts. and \$1.00 YardFLOWERED
VOILES
50 cts. and \$1.00 YardCREPOLINES
LINENS
\$1.00 Yard

POPLINS

All the above are of
Exceptional Value.POWELL'S
Alexandra
Buildings.

Hongkong, 8th April, 1910.

CARUSO SURROUNDED BY
DETECTIVES.GUARDED IN OPERA FROM
"BLACKHAND" FURY.

New York, March 8.

This is Caruso day. The whole of the American Continent is talking of the astonishing precautions which have been taken, to protect the great tenor in this city. Last night he sang as Grimaldo in "La Gioconda" at Brooklyn, with half a dozen detectives disguised as Viennese peasants mingling with the chorus, with arms policemen clinging to the rafters above the stage, ready to shoot at any bomb thrower who might look like becoming dangerous; and officers of the law in immaculate evening dress in the stalls, or resembling excitable Italians in the galleries.

New York's police have seldom had such a glorious opportunity to hear grand opera for nothing.

This was all due to a series of "Black Hand" letters which Caruso had received during the last few days demanding 15,000 dollars, or offering him the alternative of assassination.

Caruso consulted the Chief Commissioner of Police, and, as a consequence, his first appearance in opera since the threats were received was made under the remarkable conditions I am describing.

"Is this Brooklyn or medieval Italy?" asks one editor this morning. The presentation of such an opera as "La Gioconda" amounted to a touch of realism not attained by the most daring composer, even of work of the type of "Elektra." Caruso's opening lines, freely translated, are:

Base assassins! Base assassins!
Ye ate monsters! Ye ate monsters!
And again, in the third act he sings:
The sharp axe for me is waiting.
Open wide a dark abyss.

Some of the papers here go so far as to assert that Caruso had a loaded revolver in his pocket, but that is merely a dash of American journalism.

The audience was "immense." Its emotion as it listened was only equal to Caruso's immortal sob as he sang. No bomb was thrown.

THE IRREPRESSIBLE DHOBI.

HIS TORTUOUS WAYS.

Mrs. Stone, who prosecuted her dhoobi in the Calcutta Police Court on Monday, is, says the *Empire*, to be congratulated on her public spirit, and it is to be hoped that the exemplary sentence inflicted on him by Mr. Keay, the Magistrate, will have the effect of inducing dhoobies generally to powder over the iniquity of their ways. In Mrs. Stone's case, the washerman simply sold the goods entrusted to him for cleansing purposes, and pocketed the proceeds, but it is notorious that the awful dhoobi has many other little ways of turning a dishonest penny.

For instance, we heard the other day (it was during the cold weather) of a dhoobi whose "chapkan" came undone at the breast and revealed to the searching gaze of the man sahib who was checking his washing a banian of the finest and most costly material. The question arose whether he was at all likely to have invested two months' profit in the purchase of such a garment, and the lady having debated it and resolved it in the negative, promptly taxed the dhoobi with unlawful possession. He was too startled to deny the impeachment, and it then appeared that the banian was the property of a well-to-do bachelor who had more of these things than he could wear—at least so the dhoobi said. But this confession did not save him from a severe reprimand, and before he left the house he became the unwilling possessor of three *la-fies* issued by the Religious Trust Society all bearing upon the lurid future of dhoobies who broke the eighth and tenth commandments respectively. The lady hopes that she has converted him—and so do we!

The favourite dhoobi of dhoobies, of course, is to hire out the newest and glossiest shirts entrusted to them by owners in Elysium Row, for the benefit of the *Lotharios* of Bow Bazar. These, says the *Empire*, garments doubtless figure at many dances and evening parties for which they were never intended. It isn't a nice subject, and we won't pursue it. Another trick is to hire expensive white dresses to fashionable beauties of *Murghibatta* or other exclusive residential quarters, and these ladies employ their durbis to copy from them. For ways that are dark and words that are vain Ah Sin, was a plaster saint compared to many an innocent looking dhoobi or durbis in this City of Palaces.

F. BLACKHEAD & Co.
SHIP HANDLERS, SHIPMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.GROUND FLOOR.
ST. GEORGE'S BUILDING,
HONGKONG.
SOAP AND SODA MANUFACTURERS.SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAIN
DANIEL'S PATENT MOTOR
LAUNCHES, &c.Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 7th March, 1910.

Intimation.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of
*Anemia, Debility and Consequence, to young women, children
and the aged. Invaluable in hot climates.*

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

01,033JK M11187E & 100, Hoag 1019.

Public Companies

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-SEVENTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2 Queen's Buildings, Hongkong, on WEDNESDAY, the 13th April, 1910, at Noon, for the purpose of receiving the Report of the Directors, together with the statements of Account to 31st December, 1909, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 3rd April to the 13th April, both days inclusive.

By Order of the Board,
G. MONTAGUE EDE,
Secretary.
Hongkong, 23rd March, 1910. [270]

CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FORTY-FOURTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2 Queen's Buildings, Hongkong, on WEDNESDAY, the 13th April, 1910, at 12.30 P.M., for the purpose of receiving the Report of the Directors, together with the statements of Account to 31st December, 1909, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from 3rd April to the 13th April, both days inclusive.

By Order of the Board,
G. MONTAGUE EDE,
Secretary.
Hongkong, 23rd March, 1910. [271]

Consignees.

"SHIRE" LINE OF STEAMERS,
LIMITED.

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP, MID-
DLESEX, LONDON, COLOMBO
AND STRAITS.

THE Company's Steamship

"MONMOUTHSHIRE"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 8th instant, at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on 8th instant. No claims will be admitted after Goods have left the Godown, nor will they be recognised if presented after 10 days of the vessel's arrival here. This vessel brings on 200 bales Woodpulp ex *Tasman* from Trenchin.

JARDINE, MATHESON & Co., Ltd.
Agents.
Hongkong, 2nd April, 1910. [192]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, hence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th of April will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th of April at 9.30 A.M.

All claims must reach us before the 15th of April, 1910, or they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by the undersigned.

THIS STEAMER BRINGS CARGO
Ex S.S. *Aschen* from Rio de Janeiro:
"Santal" from Smyrna.
"Café" from Venice.
"Honey" from Zante.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 7th April, 1910.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"
FROM LEITH, MIDDLESEX,
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 2nd April, 1910. [193]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"COBLENZ,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godown, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th of April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th of April, at 9.30 A.M.

All Claims must reach us before the 11th of April, 1910, or they will not be recognised.

No Fire Insurance will be effected by the Undersigned.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 4th April, 1910. [17]

FROM NEW YORK.

THE H. A. L. Steamship

"ARAGONIA,"
Captain Meyer, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 5th April, 1910. [199]

Dentistry

Dr. M. H. CHAUN,
DENTAL SURGEON,

33, QUEEN'S ROAD CENTRAL, 1ST FLOOR,
ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910. [1]

TSIN TING

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, PAGANIAN STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 19th June, 1910.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 24th March 1910, 100 lbs. per 5 Mss.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pak 20

" Corned—Ham Ngau Yek 20

" Roast—Shiu 20

" Breast—Ngau Lam 18

" Soup—Tong Yek 15

" Steak—Ngau Yek Pa 20

" Sirloin—Ngau Lam 20

" Sausages—Ngau Yek Chong 25

Bullock's Brains—" Know 10

" Tongue fresh—Ngau Li 10

" Corned—Ham Ngau Li 60

" Head—Ngau Tai 80

" Heart—Ngau Sum 15

" Hump, Salt—Ngau Kiu 15

" Feet—Ngau Keok 8

" Kidneys—Ngau Yek 10

" Tail—Ngau Mei 10

" Liver—Ngau Con 12

" Tripe (undressed)—Ngau To 6

Calves Head and Feet—Ngau-chai-tan-keok 100

" Mutton Chop—Yeung Pak Kwai 25

" Leg—Yeung Pak 25

" Shoulder—Yeung Shau 20

Pigs Chills—Chai chong 25

" Brains—Chai Keok 25

" Feet—Chai Keok 25

" Fry—Chai Chai 25

" Head—Chai Tai 25

" Heart—Chai Sum 25

" Kidneys—Chai Yek 25

" Liver—Chai Kon 25

" Pork Chop—Chai Pak Kwai 25

" Corned—Ham Chai Yek 25

" Log—Chai Pak 25

" Fat or Lard—Chai Yek 25

Sheep's Head and Feet—Yeung Tai 25

" Keok 25

" Heart—Yeung Sum 25

" Kidneys—Yeung Yek 25

" Liver—Yeung Con 25

Suckling Pigs, To Order—Chai Chai 25

" Suet—Suet Ngau Yek 25

" Mutton—Suet Yeung Yek 25

" Veal—Ngau Chai Yek 25

" Sausages—Ngau Chai Yek Tong 25

POULTRY.

Chicken—Kai Chai 25

" Capons, Large, Small—Sin Kai 25

" Ducks—Ap 25

" Doves—Fai Kai 25

" Eggs, Hen—Kai Tai 25

" Fowls, Canton—Kai 25

" Hainan—Kai Nam Kai 25

" Geese—Nga 25

" Goose, Wild Shanghai—Sheng Kai 25

" Wild—Nga 25

" Musk Deer—Wong Keng 25

" Hare—Tu Chai 25

" Partridge—Chai Khoo 25

" Pheasant—Shan Kai 25

" Pigeons, Canton—Pak Kup 25

" Holow—Holow Pak Kup 25

" Quail—Um-Ghun 25

" Rice Birds—Wo Fa Chai 25

" Snipe—Sa Chai 25

" Turkeys, Cock—Ye Kai Keng 25

" Hen—Na 25

" Wild Ducks, Shanghai, Salted 25

" Teal, Shanghai, Salted 25

" Wild Ducks Canton—Sang Shing Kai 25

" Ap 25

" Duck 25

" Goose 25

" Pigeon 25

" Quail 25

" Snipe 25

" Turkey 25

" Wild Duck 25

" Goose 25

" Pigeon 25

SHARK—SA YU

Shark—Po Yu 10

Shrimp—Ha 25

Sausage—Lap Yu 25

Sole—Tai Sa Yu 25

Trench—Wan Yu 15

Turbot—Cho How Yu 25

Turtles, small, fresh water—Kook Yu 25

White Bait—Ngau Yek Chai 25

FRUITS.

Almond—Hung Yek 25

Apples, (California)—Kam San Ping 25

" (Chadco)—Tsi Chai Ping 25

" Small—Ho Tong 25

" Small—Fai Lai Chai 25

Bananas, fragrant Canton—Sung Shing 25

" (brides), Macao—Sun Heng Chai 25

Cherries, Chinese—Fong Lai 25

Cherries—Yung Tai 25

Citrus—Yeh Tai 25

Intimation.



A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER

MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAMPAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.,

LIMITED.

HONGKONG AND KOWLOON.

Hongkong, 21st March, 1910

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contributions.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$36 per annum.
Weekly—\$12 per annum.
The rates per quarter and per month, proportional.
Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Fresh subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 8, 1910.

CHINESE ADAPTABILITY.

There is no cause for explaining such a caption as that given above, for the simple reason that in all walks of life and in all countries to which the sons of the Middle Kingdom find their way, the Chinese—be they settlers or planters, miners or merchants—immediately put themselves on a parity with their surroundings and establish themselves with a due regard to the law of supply and demand that appertains to the land temporarily adopted by them for business purposes. In this regard, the Chinese resemble the Scots, who get the name of being able to outlive any assemblage of people who are native to the soil. If it is true, then it is no wonder that the Jew is *non est* in Aberdeen, for the reason that he cannot make his bread and butter, for Aberdonians form the larger part of the Scots who find their way abroad—probably being sent out of the country for their country's good. As a matter of fact, the most potent members of the Scots' crowd that annually invade the coast of China come from Glasgow and the Clyde. But still the ominous deliverance (for the Aberdeen folk) remains that the Scots people who come out to China are styled generically by the Chinese as "Hakkas." As the writer is a Hakka himself, he cannot do better than state that the term "Hakka," as employed by the Cantonese, is a term of mild reproach such as might have been used by the Spaniards against the Moors. They comprehended an aggressive force, more ready to fight than to negotiate, and if it comes to the right of possession nothing on earth

for the ability to have should, as the Curzon motto suggests, be qualified by the capacity to hold. But this is wandering away from the subject with which we proposed to treat. The dissertation, however, may serve to show how history repeats itself in that a nation which is a patriarch amongst the nations finds the counterpart of one of its own constituents acting in a not unimportant national capacity in the British Isles 8,000 miles away. If one needed evidence to prove that the Chinese have not got the sense of adaptability very highly developed, one would only require to proceed to Glasgow, the commercial capital of Scotland, to discover one's mistake. In London a Chinaman with his queue down—except near the docks—would be followed by crowds of yelling gamins who would delight in "pulling the bell" as they term it. An unoffending Chinese unescorted could hardly pass Pall Mall or Piccadilly without having his susceptibilities offended by vulgar stares or remarks; whilst in Hakka-land—in Glasgow, forsooth—the Chinese visitor, be he gentleman or sailor, can pursue his course along the streets immune from molestation and without hearing a word that could offend his national or personal pride. There is a big Chinese community, both in Glasgow and Liverpool, who are quite able to look after themselves effectively and this result is brought about by nothing else than their adaptability. There is an old saying that when in Rome we should "do as the Romans do," and in the adoption of this maxim no people have shown themselves more apt than have the Chinese. In China itself its observance by the foreigner is vital to his existence, but wherever we go—whether to the sun-struck lands of Northern Australia, to the scorching tracts of Borneo, to the seething climes of the Malay States, to the fruitful sugar groves of Java, to the sterile steppes of Formosa, to the crowded "booths of Frisco"—everywhere you will find that he settles down to suit his environment and that he has capacity for so settling down, content with his lot, that belongs to few peoples excepting the Scots. It is generally maintained, and often asserted, that the English race carry their insular customs, observances and prejudices along with them. That it is true we have every reason to believe, but even the ancient soldier and scribe—some of us had physical reason to deplore that he ever penned his Third Book—made it clear that he dreaded most the *perfidium colorum* of North Britain. So with the Chinese. They are intensely national. They hate reforms as the Enemy of Mankind is said to hate holy water. Still they are ever ready to adopt leading suggestions from Europeans who take up residence among them. The tale is as old as the hills about the Chinese tailor who got a pair of old clouted pants from a European as a sample upon which to form a new garment and of how the production was of such exactness that even the very patches were reproduced. The story is too old to be laughed at. It recalls a time when Europeans fresh from the fruitful fields of European scientific discovery and equipment proclaimed the Chinese to be as a nation a stagnant force, devoid of imagination or invention. As a matter of fact if St. Paul had come to China instead of going to Macedonia as he did, he would have found a people—who probably would not have listened to his preachings, they having such a beautiful religion of their own—but who had mastered the seafaring art so as to be able to sail against the wind instead of being delayed by adverse gales as was the case with him in the waters of the Mediterranean; who had compasses to guide them across trackless seas, and gunpowder with which to frighten away the evil beings of the air and of the nether world. Neither in those days nor in later times can the Chinese be accused of inadaptability. If at the present they are showing proclivities for cultivating the arts which Western science has introduced, it cannot be forgotten that the basis of our scientific knowledge was imparted from the tomes of the ancient straight-haired people who were a nation when Europe knew no civilisation.

LOCAL AND GENERAL.

A RENT-collector was this morning charged with the alleged larceny of \$4,840. The case was remanded, bail being allowed in the sum of \$1,000.

SERGEANT Gordon this morning prosecuted a Chinaman with bring in unlawful possession of a revolver. The man was discharged with a caution, the weapon being confiscated.

At 11 o'clock this morning a Chinaman of about 40 years of age, dropped dead while walking along Canton Road near the Harbour Office. Death was probably due to heart failure.

PLANTERS throughout the Visayas are busily engaged increasing their sugar acreage and though it is quite improbable that the 300,000 ton limit can be reached, it is probable that the present crop will be doubled next year.

A CHINESE was charged in the Police Court this morning with the larceny of \$500 on board the s.s. *Kin An*. The man stated to the victim that he was empowered to search for opium and exchanged the valuable bundle for one containing a quantity of cash. The case was remanded.

THE Kitchener Memorial Fund Committee have decided upon erecting an equestrian statue on the Calcutta Maidan and are now in hiring in London for a sculptor.

ALL vessels are cautioned not to anchor so as to swing within 200 yards of the dredger working off the reclamation work, Singapore. And any vessel must immediately shift berth if called upon to do so, by the master of the dredger.

It is thought that Lord Kitchener may recommend the stationing of some Regular troops at Wellington for a few years. This would undoubtedly provide a valuable object lesson which would be especially effective in connection with the initiation of a system of compulsory training.

THE Bombay Fire Insurance companies have incurred such heavy losses of late over cotton fires that they have decided to cancel all policies on soft cotton. They have also raised their rates in some cases by as much as fifty per cent. The Bombay cotton market is seriously disturbed in consequence.

WHILE the s.s. *Aymric* was leaving port yesterday, she was signalled to stop by a Police launch and on a search being made by the Police officials, 28 stowaways were found secreted in various parts of the ship. The men were charged in the Police Court this afternoon and were awarded three months' hard labour each.

A WRITER of Service notes in a home paper: says that bluejackets of the Navy have been warned not to bring chocolate, cocoa, tea, jam, marmalade, sugar, or raisins which have been purchased on board ship ashore, as these articles are liable to duty. This is one of those vexatious little regulations which, while perfectly legal and logical, cause a good deal of irritation to married bluejackets.

THE population of New South Wales on December 31st, numbered 1,645,445, an increase for the year of 40,136. Of this number 4,321 are assisted immigrants. The natural increase is the highest on record. The birth rate is 26.94 per 1,000 of the population, being slightly above the average for the preceding five years. The number of marriages is the highest on record.

BEFORE Comd. Basil Taylor, R.N., Marine Magistrate, this morning, Sang Lam, owner of licensed cargo-boat No. 761, prosecuted Wan Kam Shing, master of the steam-launch *Yuenong* for unlawfully disregarding the rules of the road at about 3.20 p.m. on the 5th inst. in the waters of the Colony. After hearing the evidence, His Worship found defendant guilty and ordered him to pay a fine of \$20, or six weeks' hard labour.

AMONG the arrivals at Manila on 5th inst. on the steamship *Ryūhō* from Hongkong were Mr. J. W. D. Miles and Mrs. Bolles. Mr. Bolles is the general manager and representative of the Standard Oil Company in the Orient from Bangkok, Siam, to Amoy, China, including Formosa and the Philippines, and comes here on business connected with his company, says the *Colombian*. Mr. and Mrs. Bolles are guests at the Bay View Hotel. A fellow-passenger with them from the China coast is Mr. Ludwig Ruprecht, whose father is in charge of the shipping on the Standard Oil Company in the east.

IN the Summary Court this morning, several actions were mentioned in which John Grant was the defendant but the latter failed to put in an appearance. The *Asiatic House* Hotel claimed \$450 for board and lodging and it was stated by an employee of the Hotel that he had several times tried to cash a certain cheque signed by the defendant but the cheque was dishonoured each time, the defendant evidently not having an account with any of the Banks. Judgment was entered for the plaintiff. Judgment was also entered in favour of Messrs. H. Rottorjee and son for \$1,969 for goods sold and delivered.

THE six illegally deported Chinese who returned to Manila a short time ago and whose cases were taken up by the board of special inquiry of the immigration division of the bureau of customs, are still confined in Bilbilid prison, by order of the court of first instance, in the custody of the sheriff. The report of the action of the board in these cases has been completed and goes for review to Collector McCoy who has gone up to the mountain resort. The board, in its report, was unanimous in granting the privilege to three of the Chinese and stood two for and one against landing the other three. In his decision Judge A. S. Crossfield stated that if a reasonable time elapsed before the investigation was completed he would admit the prisoners to bail.

THE *Ma-Hi Colbin* vs. of 6th inst. says:—Suganami and Kawada, the two Japanese who were captured by the military authorities in the act of drawings for the purchase of photographs and drawings of Corridor, were passengers on the Japanese vessel *Yed. Maru*, which left this port yesterday at noon. The men were not deported; but their departure was arranged by the Japanese consul here, acting as the representative of the good element in the Japanese colony here, not as the official representative of Japan. The *Yed. Maru* is bound for Takao, Formosa, where they will take another steamship for their native land. The following return to the writ of habeas corpus was made yesterday morning by General Duvall, through his counsel, Mr. Lanier, of the attorney general's office: "Comes now the respondent William P. Duvall, Major General of the United States Army, commanding the Division of the Philippines, by A. S. Lanier, Assistant Attorney of the Bureau of Justice, his counsel and makes return to the order, dated April 4, 1910, hereto attached, as follows: That the said Kenkichi Kawada and Shinichi Suganami, the persons named in the petition filed in the above entitled proceedings, were released by order of the respondent, pursuant to instructions from the Secretary of War of the United States, on Sunday night, and are therefore now in his custody, or power, or under his control."

DISPUTE BETWEEN SHIPPING MEN.

MASTER MARINERS AT THE MAGISTRACY.

An interesting case was heard before Mr. R. R. Hallifax at the Magistracy this morning, when Capt. Medley, Master Mariner, at present residing in the Sailors' Home, charged Capt. Jenkins, Master of the s.s. *Taiwan*, with alleged assault on the 7th March last. Mr. P. S. Dixon prosecuted, and Mr. M. R. Harris appeared for the defendant.

Mr. Dixon stated that the defendant was charged with assault committed in the private bar of the Hongkong Hotel on the 7th March last. The complainant was on that date taking a drink and apparently without any provocation, defendant came up and struck the complainant on the cheek. The latter asked the barman to call a policeman but either because he was too busy or for some other reason, the barman refused to do so. Complainant then went up to the Police Station and charged the defendant with assault. At the time it was pointed out to his Worship and his Worship saw the state of complainant's face.

Complainant stated that he was a Master Mariner and was at present unemployed. He had held positions in the China Navigation Company and other Companies. On the 7th March last, he was having refreshment by himself in the private bar of the Hongkong Hotel, when Capt. Jenkins came up to him, and, closing his fist, struck him on the cheek, breaking one of his teeth and driving two others into his lip. He rose and asked the defendant why he had struck him. Defendant replied he had a right to, and as witness did not understand the insinuation and as he did not wish to strike back in a hotel, he went and washed his mouth. He asked the barman to call a policeman but as the latter refused he went and charged him himself.

Mr. Harris—You were on the *Almeida* when I believe?—Yes.

You were discharged because you used to get drunk?—I went of my own accord.

You discussed the question of drunkenness before you left?—I did not. There was no discussion whatever.

You discussed the question of drunkenness?—Witness (exclaimed)—What do you wish to insinuate?

Don't shout. You were also on the *Almeida*?—Quite right.

You were at the Hongkong Hotel yesterday?—I don't think that has anything to do with this case.

Mr. Dixon—Really, it's quite irrelevant. You were there?—Yes.

You went there with the object of getting drunk?—Witness (Very loudly)—No, I did not.

Was it a fine night or a rainy night on the 7th of March?—Fine night.

What time?—I didn't take out my watch but it was between 7 and 8 o'clock as far as I know.

Were there any people in the bar who saw Capt. Jenkins strike you?—After I washed my face, I saw some of my friends.

You suddenly discovered that some of your friends were there?—I discovered them after I had washed.

How many people were there altogether?—Thirty people.

Did any of them see Capt. Jenkins strike you?—No, but they saw I had been assaulted.

Have you been able to get any of those people as witnesses?—No, they are people I don't know and I did not like them to be mixed up in this case.

You haven't been able to get any of them?—I've got two.

How long have you been a Master Mariner?—Seventeen years in one service.

In actual command?—Yes.

Were you ever in actual command on the China coast?—No.

Why?—Because I couldn't obtain employment.

Do you owe any money to the defendant?—Excuse me, he owes me.

Oh, he owes you?—He gave me \$50 and I gave him back \$30.

Were you standing up when the defendant came up to you?—No, I was sitting down. Defendant was standing up.

Defendant says you attempted to strike him first?—I could not. I was sitting down.

Would you have struck the defendant had you been standing up?—I wouldn't have liked to strike back in a hotel but I dare say I would have struck him had I been standing up because there's no reason why a man should strike another without any provocation. It may be insinuated that I was the worse for liquor, but I was not. I was naturally very excited. The only reason for the assault which suggests itself to me is because defendant knew that I was going to be one of the witnesses against him in a slander action brought against him by Fisher in the Summary Court.

Mr. Thomas Ivers, Third Engineer of the s.s. *Zoffra*, spoke to witness an altercation between Jenkins and Medley over some money matter. The complainant came up to him and showed him his mouth, which at the time was bleeding.

Mr. Harris—Were there any policemen at the bar?—Yes.

Here was the complainant whose face is supposed to have been half murdered and the Police did not think fit to interfere?—As a matter of fact, I don't know if there were any policemen. I was told so.

Oh, you were told so?—Yes.

Mr. Thompson, of the Hongkong Hotel, stated that at 7.15 p.m. on the 7th March the No. 1 boy of the private bar sent for him and said something about being told not to serve a certain customer in the private bar but in the public bar. He went downstairs, when Medley asked him to send for a policeman, but he told him that as he did not actually see him strike to call one himself. His face was slightly disfigured and he himself was not seriously injured. When he went down, the two (Jenkins and

Medley) were in the company of the last witness about three yards away from the complainant. Jenkins and Medley were having a discussion over some money matter. Medley asked witness to send for the manager but he told him to do so himself by sending up his card with the counter-boy. Complainant did not send for a policeman. Mr. Harris at this point stated that the defence was quite prepared to go to the length of saying that Capt. Jenkins had struck the defendant but it was done in self-defence and the blow was of a slight character. Medley was the worse for liquor and attempted to strike Jenkins first. It was more or less a trumped-up case brought at the instigation of Fisher, who had been concerned in the slander action. The evidence for the prosecution was conflicting. Complainant declared there were thirty people in the bar at the time the alleged assault was committed, whereas the nearest they could get to that number was fifteen, according to the story of Mr. Thompson.

Capt. Jenkins stated that he had been a Master Mariner for about thirty years. He had been in command for at least twenty years and had never been discharged from any ship. He was engaged on the China coast for the last fourteen months and was at present Master of the s.s. *Taiwan*. On the night in question, he saw Medley in the private bar of the Hongkong Hotel and thought he might as well try and obtain some money which he had lent the complainant. He went up to the complainant and asked him for his money. Medley attempted to assault him and he struck him in self-defence. After that Medley went about singing for a policeman. There were about fifteen people in the bar. Witness stayed in the bar till eleven o'clock and did not see Medley again that night.

Mr. Dixon—You inflicted a rather serious blow on complainant's face?—No.

The month was covered with blood?—No, it merely trickled.

It was a nasty blow?—I don't think so.

But I saw his face the next morning?—You are asking me a question.

It was a nasty blow?—I don't think so.

You knew that complainant was going to be one of the witnesses against you in the slander action?—It is untrue.

You went up to him and said "You are up against me"?—I did not.

If, as you say, complainant attempted to strike you first, don't you think it would have been better to have charged him in the Police Court?—I don't believe in washing dirty linen in Court.

You preferred to fight the matter out?—I'm not much of a pugilist. I don't think so.

A petty officer from H.M.S. *Virago* stated that he saw Jenkins and Medley engaged in a heated discussion on the night in question. Medley struck at Jenkins with his fist but before "you could think very nearly" Jenkins quickly struck Medley in the face, after which Medley went about shouting for the Police. He went up to talk to people as they entered the bar-room but they turned away and went up to the bar.

Further evidence having been called, Mr. Harris addressed his Worship and said Capt. Jenkins was a man whose story could be believed. He described the charge as frivolous and then went on to say that the witnesses for the defence were credible witnesses, while on the other hand complainant had lied in several respects. He asked his Worship to discharge the defendant on the merits of the case and to seriously consider whether it was expedient having regard to the evidence adduced to bound over the defendant to keep the peace, which was the usual practice of the Court in cases of this kind. He asked his Worship not to follow the practice in that case, as the mere fact of a Master Mariner being bound over would most likely lose him his job.

His Worship discharged the defendant.

AIP VAN WINKLE RETURNS.

FORMER ARMS DEALER ARRESTED.

What is most probably a record in the annals of the Hongkong Police Force was accomplished by Detective-Sergeant Grant yesterday. Some two years ago, a Chinese arms-dealer obtained from W. Schmidt and Company, dealers in arms and ammunition, by means of a forged order purporting to be from Mr. de Souza, 900 rounds of ammunition. No sooner was the fraud perpetrated than the wily one sought shelter from the relentless arm of the law in his native country. He evidently believed that after the lapse of two years, the police had quite forgotten the "Jills" incident, for about a month ago he returned to the Colony to see whether he could not gull more people. In this he was sadly mistaken, for the Police had been keeping a watchful eye on the possible re-appearance of the swindler and on being seen in the streets yesterday the little mouse was pounced upon by the patient cat in the person of Detective Grant. He was charged this morning and formally remanded.

AMATEUR BILLIARD CHAMPIONSHIP.

THIRD ROUND.

The third round in the above Championship took place last night at the V.R.O. The first match of Silver vs. Cameron did not come off owing to both men not putting in an appearance. The second match was that of McLennan vs. Yvanovich, and proved a good game. At the early stage of the game the score was very even, and when the 250 mark was passed, Yvanovich had a lead of over 50 points, and this lead he kept on increasing till the finish, when he won with the big margin of 101 points to spare. The best breaks of the evening's play were Yvanovich, 25, 25, 21, 26, 31 and 30. McLennan, 13, 15, 14, 29, 17, and 15.

To-night's games will be—

Thomson vs. Leung Kam Kwong.

Cavallio vs. Pitt.

The latter match promises to be the best in the whole competition, and a grand and even game will be witnessed.

AN IMPRISONED DEBTOR.

CLAIM BY A JEWELLER.

Before Mr. Justice Gompertz, Police Judge, in the Summary Court this morning, Mohideen Thabba, Jeweller, of d'Aguilar Street, sued Almasoff for \$745 for goods sold.

His Lordship (To defendant)—Do you admit the debt?—Yes, sir.

Why don't you pay it?—I'm at present in gaol for debts incurred in connection with the Salon Cinematograph and I'll try to pay the money as soon as I come out of gaol.

Judgment was entered for the plaintiff.

A TAILOR'S CLAIM.

SEARCHING QUESTIONS BY THE PUINSE JUDGE.

In the Summary Court this morning, Messrs. Ah Men and Hing Cheong, tailors, filed a suit against Chu Ki to recover the sum of \$15.50 for goods supplied.

Defendant, who was dressed in Western style, was called.

His Lordship—Do you admit the debt?—Yes.

His Lordship—Where did you get the goods?—At Kowloon City.

Where do you live?—At Kowloon City.

Are you married?—Yes.

What do you draw?—\$3 a month.

Where do you live?—At Kowloon City.

Are you married?—Yes.

What do you draw?—\$3 a month.

Where do you live?—At Kowloon City.

Are you married?—Yes.

What do you draw?—\$3 a month.

Where do you live?—At Kowloon City.

Are you married?—Yes.

What do you draw?—\$3 a month.

Where do you live?—At Kowloon City.

Are you married?—Yes.

What do you draw?—\$3 a month.

Where do you live?—At Kowloon City.

Are you married?—Yes.

What do you draw?—\$3 a month.

Where do you live?—At Kowloon City.

Are you married?—Yes.

What do you draw?—\$3 a month.

Where do you live?—At Kowloon City.

Are you married?—Yes.

What do you draw?—\$3 a month.

Where do you live?—At Kowloon City.

Are you married?—Yes.

What do you draw?—\$3 a month.

Where do you live?—At Kowloon City.

Are you married?—Yes.

What do you draw?—\$3 a month.

Where do you live?—At Kowloon City.

Are you married?—Yes.

What do you draw?—\$3 a month.

Where do you live?—At Kowloon City.

Are you married?—Yes.

What do you draw?—\$3 a month.

Where do you live?—At Kowloon City.

Are you married?—Yes.

What do you draw?—\$3 a month.

Where do you live?—At Kowloon City.

Are you married?—Yes.

What do you draw?—\$3 a month.

Where do you live?—At Kowloon City.

Are you married?—Yes.

What do you draw?—\$3 a month.

Where do you

POSITION OF NEW RUBBER COMPANIES.

VALUABLE ANALYSIS AND COMPARISON BY MR. ARTHUR SHEPHARD

A few months ago, by the courtesy of Mr. Arthur Shephard, we were able to present to our readers in a summarised form the result of a most careful and searching analysis of leading rubber companies, showing the average age of their trees, the cost per acre of the rubber, face value of the shares, their price at September 15, 1909, and the cost per acre of rubber to investors at these September prices.

We are again indebted to Mr. Shephard for permission to make extracts from a supplementary table in which he makes a comparison of some of the newer companies. This table was published in The Financier of March, and the demand for it was so great that it had to be repeated in a subsequent issue of the paper. Afterwards it was published in pamphlet form by The Financier and Bullionist, and again there was a tribute to its great value in the demand which followed.

In the introduction to the table Mr. Shephard says:—

"It is necessary for me to point out that no attempt has been made in the table to show what an estate may actually be worth. My object is only to convert the market price of that share into an equivalent market valuation of the company's estate, and to show an investor who purchases shares at the present market price approximately how much he is paying per acre for rubber land of a given age. For the purpose of maintaining a fairly correct ratio between the values of planted land of different ages, a scale has been adopted such as is used by professional rubber valuers, and the market price of the shares has been made to decide what is the market valuation of each year's planting, according to the scale which I have adopted.

"Every care has been taken to show as accurately as possible the number of acres planted in each year, but as the reports of some companies still quote the number of trees instead of the number of acres, some estimating has been unavoidable. The planting distance has been taken into consideration, and inquiries of the companies' officials have sometimes elicited the desired information. As the particulars thus obtained have been adjusted to agree with the published acreage totals, it is believed that any discrepancy which may exist will not be of sufficient importance to vitiate the general accuracy of the calculations.

"The average age of the rubber has been calculated to the end of 1909, and the average cost per acre of rubber has been ascertained by taking the cost of the estate and development expenditure as shown in the company's balance-sheet (for the purchase price and preliminary expenses as given in the prospectus), after making a moderate deduction for the unplanted land—£3 per acre.

"The result is shown under two headings:—

- (1) The cost as ascertained from the item in the company's prospectus or balance-sheet, less the estimated value of the unplanted land.
- (2) The cost, after further deducting the reserve funds and any other undivided profits which the company could (if the directors so desired) apply in reduction of the book cost of the estate.

In the case of some of the older companies, where the profits in hand are considerable, the difference is important.

"The price per acre the investor is paying for rubber is the essential feature of the table. The balance-sheet of each company has been dissected, and the results shown in the table have been arrived at by calculating the price at which the company would have to sell its estate if it desired to realise all its assets, all its liabilities and return to its shareholders (as on a winding-up) a sum equal to the present market value of the shares.

"Options granted by a company over its unissued shares form a charge which will allow the option-holder to come in at some future time, and share the prosperity of a company; and this, of course, can only be done to the detriment of the holders of the shares already issued. In making the calculations it has been assumed, therefore, where shares stand at a premium, that the options will be exercised. But they have been valued not at the price which a buyer might be expected to pay on the Stock Exchange for a call of shares, but only as the option affects the financial position of the company and its present shareholders—that is to say, if £1 shares are quoted at £1 5s, it has been assumed that the option is worth 5s. (equal to a £1 share, nothing paid).

We should explain that the exigencies of space have compelled us to modify the arrangement of the table somewhat, but even in the condensed form we have no doubt whatever that it will be of great interest and value to readers who are unable to procure copies of The Financier, or of Mr. Shephard's pamphlet.

THE COMPARATIVE TABLE.

NAME OF COMPANY AND SITUATION OF PROPERTY.	Capital Issued.	Total Cost of Estate.	Total Acreage.	Average age of rubber.	Years when Planted.					Average age of rubber.	Average cost per acre of rubber.	Face value of shares.	Amount paid up.	Market Price		Options granted by the Company.
					1906.	1907.	1908.	1909.	1910.					Feb. 16 1910.	Equal to per acre.	
Aengsom (Java).	25,000	99,35	1,526	324	...	...	...	...	...	...	...	...	...	...	...	...
Alagar (F.M.S.).	75,000	61,030	1,950	681	241	63	179	202	...	...	...	...	...	...	...	...
Alor Pongau (F.M.S.).	35,000	25,500	983	258	...	...	...	...	...	...	...	...	...	...	...	...
Anglo Johore (Johore).	113,000	85,026	8,000	1,030	150	100	140	340	230	...	...	...	...	...	...	...
Anglo Sumatra (Sumatra).	80,000	71,353	2,837	2,039	452	138	920	231	114	...	...	...	...	...	...	...
Batang (Selangor).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Batang Malaka (F.M.S.).	40,000	35,464	1,904	771	90	144	128	391	18	...	...	...	...	...	...	...
Bikam (F.M.S.).	47,000	37,480	2,731	867	...	...	...	...	...	...	...	...	...	...	...	...
Bradwall (F.M.S.).	55,000	40,810	1,943	700	35	340	331	...	...	...	...	...	...	...	...	...
Bujong (F.M.S.).	75,000	50,600	2,943	680	50	350	290	...	...	...	...	...	...	...	...	...
Cater United (F.M.S.).	150,000	18,880	1,002	356	...	...	...	...	...	...	...	...	...	...	...	...
Cheviot (F.M.S.).	150,000	65,700	5,193	411	103	64	171	13	...	...	...	...	...	...	...	...
Chola (F.M.S.).	47,000	37,430	1,958	402	40	80	115	130	...	...	...	...	...	...	...	...
Dunstanville (Krian).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Doolgalla (Ceylon).	119,000	87,500	9,553	975	150	363	233	1,230	...	...	...	...	...	...	...	...
Federated Malay (F.M.S.).	73,000	65,700	2,943	680	132	317	293	179	13	...	...	...	...	...	...	...
Gedong (Perak) (F.M.S.).	48,000	37,490	1,975	300	...	...	...	...	...	...	...	...	...	...	...	...
Higgo (Ceylon).	34,000	24,334	1,170	456	...	...	...	...	...	...	...	...	...	...	...	...
Juru Estates, Ltd. (Straits).	80,000	69,50	2,910	390	...	...	...	...	...	...	...	...	...	...	...	...
Kelantan Estates (Straits).	60,000	10,65	2,817	124	...	...	...	...	...	...	...	...	...	...	...	...
Kepong (Malay) (F.M.S.).	22,500	23,860	1,560	596	50	410	48	68	...	...	...	...	...	...	...	...
Kerak Rubber Co., Ltd. (S. India).	33,000	21,950	1,100	1,212	...	...	...	...	...	...	...	...	...	...	...	...
Kota Tinggi (F.M.S.).	31,900	13,980	2,000	287	...	...	...	...	...	...	...	...	...	...	...	...
Kota Tinggi (Johore).	25,000	13,150	1,114	170	...	...	...	...	...	...	...	...	...	...	...	...
Krubong (Malacca) (Straits).	100,000	13,150	708	372	...	...	...	...	...	...	...	...	...	...	...	...
Kuala Pah (F.M.S.).	63,000	38,000	2,500	200	...	...	...	...	...	...	...	...	...	...	...	...
Lendu (Straits).	37,500	23,890	1,221	473	...	...	...	...	...	...	...	...	...	...	...	...
Lumut, F.M.S.).	100,000	104,107	7,213	3,335	...	...	...	...	...	...	...	...	...	...	...	...
Malacca Plantation (Straits).	300,000	556,79	23,000	15,000	4,091	2,173	4,000	2,364	1,183	...	...	...	...	...	...	...
Malayalam (S. India).	199,501	193,200	10,370	3,151	112	207	1,071	1,678	80	...	...	...	...	...	...	...
Medan (Straits).	175,000	137,650	6,415	5,630	...	...	...	...	...	...	...	...	...	...	...	...
North Hummock (F.M.S.).	70,000	38,811	1,403	1,747	216	40	150	606	243	...	...	...	...	...	...	...
Orkney River (S. India).	19,000	8,400	915	187	...	...	...	...	...	...	...	...	...	...	...	...
Padang Jawa (F.M.S.).	51,500	44,015	2,897	535	...	...	...	...	...	...	...	...	...	...	...	...
Raul (S. India).	175,000	213,000	3,505	2,790	1,039	1,339	495	...	...	...	...	...	...	...	...	...
Rim (Malacca) (Straits).	67,000	40,737	3,550	791	...	...	...	...	...	...	...	...	...	...	...	...
R. E. of Bontora (Ceylon).	65,000	32,440	1,171	781	...	...	...	...	...	...	...	...	...	...	...	...
R. E. of Krian (F.M.S.).	50,000	59,357	1,879	899	...	...	...	...	...	...	...	...	...	...	...	...
S. of Krian (F.M.S.).	100,000	88,300	4,000	1,771	...	...	...	...	...	...	...	...	...	...	...	...
Sadarak (Johore).	80,000	61,591	5,000	1,480	...	...	...	...	...	...	...	...	...	...	...	...
Sagam (Johore).	60,000	31,600	4,034	701	...	...	...	...	...	...	...	...	...	...	...	...
Sekong (Borneo).	67,500	43,388	8,727	280	145	61	67	...	...	...	...	...	...	...	...	...
Selaba (F.M.S.).	125,000	83,398	3,270	1,781	549	551	412	...	...	...	...	...	...	...	...	...
Sempah (Straits).	60,000	42,520	1,007	794	57	159	143	57	...	...	...	...	...	...	...	...
Sialang (Sumatra).	100,000	66,500	7,700	911	...	...	...	...	...	...	...	...	...	...	...	...
South East Borneo (Dutch Borneo).	40,000	30,355	3,163	345	...	...	...	...	...	...	...	...	...	...	...	...
Sumatra Para (Sumatra).	100,000	81,000	5,000	1,837	691	86	168	616	276	...	...	...	...	...	...	...
Sungei Bahr (Straits).	55,000	40,837	1,443	1,058	...	...	...	...	...	...	...	...	...	...	...	...
Sungei Buaya (Sumatra).	64,000	51,600	2,565	984	60	330	338	133	...	...	...	...	...	...	...	...
Sungei Liang (F.M.S.).	36,500	17,200	3,064	109	...	...	...	...	...	...	...	...	...	...	...	...
Tanjong (Sumatra).	70,000	50,473	8,46	3,000	...	...	...	...	...	...	...	...	...	...	...	...
Tanjong (Ceylon).	65,500	31,800	1,170	916	...	...	...	...	...	...	...	...	...	...	...	...
Tavacore (S. India).	31,500	17,405	1,265	87	...	...	...	...	...	...	...	...	...	...	...	...
Tremelby (Selangor).	58,552	46,652	2,890	1,481	106	249	1,074	20	...	...	...	...	...	...	...	...
United Serdang (Sumatra).	180,000	104,091	12,231	7,250	285	1,988	2,455	...	...	...	...	...	...	...	...	...
Val D'or (Straits).	78,150	57,676	2,860	400	...	...	...	...	...	...	...	...	...	...	...	...

Some Other Details.

For convenience of comparison we give the figures from Mr. Shephard's previous table in addition to those which relate to the new table given above:

AVERAGE PRICE PER ACRE AT DIFFERENT AGES ON MARKET VALUATION.

For Trees Planted in

	Average for Whole Area									
	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908
The Old Companies Market Valuation Sept. 15, 1909.	Price £116	£ 671	£ 511	£ 403	£ 346	£ 251	£ 155	£ 94	£ 55	£ 26
The New Companies Market Valuation Feb. 16, 1910.	Price £142	1,443	946	876	748	619	410	294	184	70

	The Old Companies	The New Companies
Average age of Rubber in Companies examined	3 years.	2.7 years.
Average book cost per acre	£39.34	£53.1
Average cost, less reserve funds, etc., per acre	37.62	51.8
Total acres of land held by the Companies	338,891	107,857
Total number of acres planted with rubber	121,595	76,178
Unplanted	217,296	31,679

Amount of Capital Invested.

	The Old Companies	The New Companies
Total capital issued by the Companies	£5,040,601	£4,576,530
Total market valuation (Old Companies Sept. 15, 1909; New Companies Feb. 16, 1910)	£16,927,193	£13,971,772
Reserves and undivided profits	£38,866	£59,571
Loans, mortgages, etc.	£4,876,688	£5,581,835
Total cost of the estates	£26,291,155	£24,189,714

Notes.—Anglo-Sumatra has £154 reserves and undivided profits; Federated Malay has £4,587; Kepong Malay has £1,000 reserves and undivided profits; Malacca Plantations has £1,000 reserves and £1,000 debentures; North Hummock has £1,000 reserves; Sumatra Para has £4,077 reserves; United Serdang has £1,748 reserves—Total £1,000.

COMMERCIAL.

TO-DAY'S RUBBER QUOTATIONS.

April 8th, 4.15 p.m.
The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.—

Allajere	8/6
Ang-o-Malay	34/6
Balgowale	5/60
Batu Tiga	150/- ex d.
Bertams	12/6 ex rights
Bukit Kajangs	100/-
Bukit Rajahs	550/-
Carey United	42/- prem.
Castelfield	120/-
Changkat Serdangs	320
Cheras	515
Damansaras	170/-
Eastern International	45/- sa. prem.
Fed. Selangor	350/-
Glenagly	54 buy.
Glenbield	160/-
Golconda	145/-
Golden Hopes	17c/-
Highlands and Lowlands	180/-
Indragiri	548
Inch Kenneths	365/-
Jequies	14/3
Jonglondors	30/- prem.
Kamuninga	10/5 prem.
Kuala Lumpur	220/-
Lanadrons (fully paid)	165/-
Lanadrons (pfd.)	112/6 prem.
Labus	175/-
Ledburgs	100/-
Linggis	60/-
London Asiatics	160/-
London Ventures	15/-
Merlimau	8/-
Pajams	521
Pegohs	570
Rubber Trusts	84/6 prem. ex n. i.
Saggas	320/-
Sandycrofts	55 ex rights
Sapongs	146/-
Seafields	155/- prem.
Sekong	40/-
Shelfords	85/-
Singapore & Johore	302/-
Sumatra Paras	18/3
Sungei Chohs	110/-
Sungei Kapars	170/-
Tanjongjongs	88/- prem.
Tangkahs	44/- prem.
Ulu Rants	110/- ex n. i.
United Serdangs	162/6
United Sumatras	542
United Langkats	102/6 ex rights

MOTOR BOATS IN CANTON.

AND STAY ACTIVE IN HONGKONG.

Every day one observes evidences of the increasing use by the Chinese of motor boats. Even at such outlying places as Aberdeen and Shatin Bay one will have one's ears assailed with the "Chut-Chut" of the motor. The building of these craft is growing into an important industry both for local supply and for the Canton and West Rivers. Motor boat races figure always on the fixture card of the Corinthian Yacht Club, but that class of boat, however, is generally only kept for pleasure outings. That the motor boat is being largely used for utilitarian purposes—either for freight or passengers—is abundantly evident. As the U. S. Consul-General at Canton pointed out in his last report, the market for steam launches is practically closed to outsiders, the Chinese having taken the thing in their own hands. And, after all, steam launches are not so convenient for the work that has to be done by coasting and river craft, as motor boats. There are three forms of motors on the market, all of which are thoroughly practical, and all of which may be applied to craft for use in Chinese waters, with suitable arrangements. There is the electrically driven boat; the motor boat proper, by which is meant the petrol or petroleum-driven boat; and the suction gas-driven boat.

Of these, the electrically-driven boat is by far the most convenient, but it is the most expensive, and it demands, in addition to a high price, a knowledge of electricity on the part of those using the boat, or of someone in their employ, and convenience for charging the accumulators which supply current to the motor. So far, also,

has not been applied, so far as the writer is aware,

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the inland sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.
The daily line that maintains a Regular Schedule Service of 15 DAYS YOKOHAMA to VANCOUVER, 31 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed sailings from Hongkong and St. John, N.B., etc.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"MONTEAGLE" TUESDAY, MAY 24TH.	"EMPRESS OF BRITAIN" FRIDAY, JULY 1ST.
"EMPRESS OF JAPAN" SATURDAY, JUNE 4TH.	"ALLAN LINE" FRIDAY, JULY 23RD.
"EMPRESS OF CHINA" SATURDAY, JUNE 12TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH.
"EMPRESS OF INDIA" SATURDAY, JULY 16TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.
HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).
Passenger for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missions, Members of the Naval, Military, Diplomatic and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.
R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (formed intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate or Steamers and 1st Class is Canadian and American Railways.
Via Canadian Atlantic Port \$45.
Via New York \$45.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION:
Steamship On

GAPORE, PENANG & CALOUTTA, KUMSANG SATURDAY, 9th April, Noon.
SHANGHAI KWONGSANG SUNDAY, 10th April, Daylight.
MANILA LOONGSANG FRIDAY, 15th April, 4 P.M.
TIENTSIN CHONGSHING SATURDAY, 16th April, Noon.
GAPORE, PENANG & CALOUTTA, FOOSANG WEDNESDAY, 27th April, Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kangsang*, *Hamsang* and *Pookang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A fully qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Managers.
Telephone No. 215
Hongkong, 7th April, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"OHINHUA"	10th April, Daylight.
CEBU & ILOILO	"BUNOKIANG"	11th " 4 P.M.
MANILA	"TRAN"	11th " 3 P.M.
TRINGTAU, WEI HAI WEI, CHEFOO	"NANOHANG"	12th " 3 P.M.
AND NEWCHWANG	"HUOHOW"	12th " 4 P.M.
TIENTSIN	"CHEMAN"	14th " 4 P.M.
SHANGHAI	"TIANWANG"	17th " Daylight.
MANILA	"TAKING"	19th " 3 P.M.
SHANGHAI	"ARHUI"	21st " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN"	21st " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A fully qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chewan*, *Linan*, *Chinwan*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night. These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 15.
Hongkong, 6th April, 1910.

HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tonnage	Captain	For	Sailing Date
SAIRO	8140	R. K. R. R.	MANILA	SATURDAY, 9th April, at Noon.
RUBI	7140	A. Fraser	"	SATURDAY, 16th April, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 6th April, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET/SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct trans-Pacific service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through-Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA VIA MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WEDNESDAY, 20th April, at Noon.
Do.	"CHICAGO MARU" Capt. I. Goto	6,182	WEDNESDAY, 18th May, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for stowage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOY and FOOSHOW	"CHOSHUN MARU" Capt. T. Saito	SATURDAY, 9th April, at 8 A.M.
TAMSUI v. SWATOW & AMOY.	"DAIGI MARU" Capt. H. Murayama	TUESDAY, 12th April, at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. Y. Yamamoto	WEDNESDAY, 13th April, at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.
The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 6th April, 1910.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910.
MARSEILLES, LONDON, ANTWERP, via SHANGHAI, PENANG, COLOMBO AND PORT SAID	"MIYASAKI MARU" Capt. T. Murai, Tons 9200 "KITANO MARU" Capt. F. E. Cope, Tons 9000 "IYO MARU" Capt. T. L. Harrison, Tons 7000	WEDNESDAY, 13th April, at Daylight. WEDNESDAY, 27th April, at Daylight. WEDNESDAY, 11th May, at Daylight.

VICTORIA, B.C., & SEATTLE "KAMAKURA MARU" Capt. K. Kori, Tons 6500 { SATURDAY, 23rd Apr. From KOBE.

VICTORIA, B.C., & SEATTLE, via SHANGHAI, MOJI, KOBE, YOKAICHI and YOKOHAMA "INABA MARU" Capt. K. Kawai, Tons 7000 { TUESDAY, 26th April, Noon.
"TAMBA MARU" Capt. K. Sato, Tons 7000 { TUESDAY, 24th May, at Noon.

SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE "YAWATA MARU" Capt. T. Sekine, Tons 5000 { FRIDAY, 15th April, at Noon.
"MIKKO MARU" Capt. M. Yagi, Tons 6000 { FRIDAY, 13th May, at Noon.

BOMBAY, via SINGAPORE AND COLOMBO "HAKATA MARU" Capt. J. Dring, Tons 7000 { TUESDAY, 19th April.

SHANGHAI AND KOBE "BOMBAY MARU" Capt. Teranaka, Tons 5000 { TUESDAY, 12th April.

NAGASAKI, KOBE and YOKOHAMA "HIKOKU MARU" Capt. M. Yagi, Tons 6200 { WEDNESDAY, 13th April, at Noon.

KOBE AND YOKOHAMA "HIRANO MARU" Capt. H. Fraser, Tons 5000 { THURSDAY, 14th April, at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days; to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Queen's Road.

T. KOSUMOTO,

Nagasaki.

Shipping—Steamers.

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIO. Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA" Captain Belsito, will be despatched as above TUESDAY, the 12th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 7th April, 1910.

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"JAPAN" Capt. J. G. Offert, will be despatched for the above Ports on TUESDAY, the 12th instant, at Noon.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN

(Occupying 24 days).

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 7th April, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE" Captain H. C. Norris, will be despatched as above on 21st April.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
Agents.
Hongkong, 2nd March, 1910.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"INVERIG" will be despatched for the above Port on TUESDAY, the 26th April.

For Freight, apply to
ARNHOLD, KARBURG & CO.,
General Agents.

Hongkong, 14th March, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

TO VANCOUVER B.C. TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tonnage	Captain	Sailing Date
Swario	—	—	10th May
Ocean	4,657	F.W. Davies	11th June
Kumorio	6,233	J. Makie	5th July

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 4th March, 1910.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).
(ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE

TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast, regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

For further particulars apply to
P. A. LAPICQUE & CO.,
Agents at Hongkong.

Queen's Buildings,
Hongkong, 5th January, 1910.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE

TO NEW YORK, VIA PORTS AND SUZ, CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK AND BOSTON S.S. "DACKER OASTLE" On 12th April.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.
Hongkong, 20th March, 1910.

Intimations

"SOLIGNUM."

A PERFECT preservative stain for Wood, Stone, and Brickwork.

It protects against Decay, Fungus, Dry Rot, the Ravages of Insects, and Vermin (especially the white ant) and the action of the weather.

"Solignum" really does what is claimed for it, as may be seen from the testimonials of the Governments of India, the Sudan, etc.

In Drums and Barrels of various colours.

Prospectus and all further information from

SIEMSEN & CO.,
(Machinery Dept.) Hongkong,
Sole Agents.

Hongkong, 7th December, 1900.

JAPANESE MASSAGE.

MASSAGE MEIJI SHA,

GRADUATE OF KOBE MESSAGE SCHOOL.

ATTENDANCE AT PATIENTS' RESIDENCE.

No. 17, WANCHAI ROAD, GROUND FLOOR.

Hongkong, 10th January, 1910.

A TOO STABLE.

LEIGHTON HILL ROAD, (next to No. 1, Police Station).

HAS established a SHORING FORGE at Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIER by arrangement.

Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

PRICES: At the Stables or anywhere in Hongkong, \$2 per animal.

At Kowloon, \$3 per animal.

A TOO STABLE, Leighton Hill Road.

Hongkong, 23rd March, 1910.



FREE TRIAL.

TRY THE

ROYAL STANDARD

TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 842 and the machine

will be at your office for free trial.

Repair to any Make of

TYPEWRITERS,

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE

DEPOT

64 DES VOUK ROAD

VISITORS AT THE HOTELS.

VISITORS AT THE HOTELS.

1992-1993

